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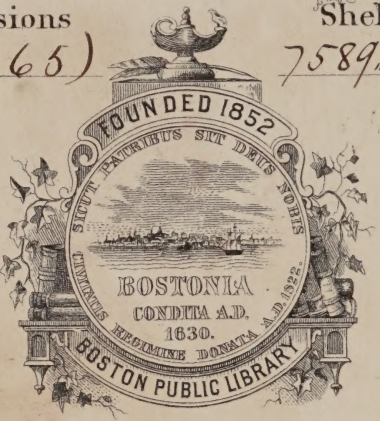

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REPORT

OF

MR. CHARLES L. HEYWOOD,

OF

VISITS FROM BOSTON TO THE WEST AND SOUTHWEST

IN JANUARY AND MAY, 1883,

AS AN AGENT OF THE

AMERICAN HUMANE ASSOCIATION,

NOW PUBLISHED BY ORDER OF THE SUB-EXECUTIVE COMMITTEE OF THE ASSOCIATION.

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REPORT.

Boston, June, 1883.

Mr. A. Firth,

Secretary of the American Humane Association:

Dear Sir,—As requested, I have visited, at various times, the stock-yards at Brighton and Watertown, also the abattoir at Brighton, and a private place near Union Market where disabled and unhealthy animals are slaughtered. I also visited another private place, about twenty-five miles from Boston, where very young calves are slaughtered which had been bled several days before. This meat is chiefly sold at the cars for the *poorer classes*, it not being safe for the seller to expose the same at the Boston markets. I witnessed the dressing of several animals at Brighton, the sides of which were so badly bruised during transportation in the railroad cars that from thirty to forty pounds were cut off from each and thrown into the waste box, being unfit for food.

Jan. 30th, 1883, I started on my first Western trip, stopping at North Adams, West Albany, Buffalo,

Cleveland, Toledo, Detroit, Union Stock-yards and abattoir at Chicago; Geneseo, Council Bluffs, Kansas City, Solomon City and Beloit; returning via Davenport to Chicago, the Nickel-Plate and Buffalo and Erie routes to New York, visiting, as far as I could, the feeding stations on the way. I also saw managers of railroads, shippers, stock owners, yard hands, yard agents, station, police and train men, and all treated my inquiries with respect, and I often obtained valuable information as a stranger. If, as I often did, I afterwards made myself known as an agent of the Association, their friendliness was never lessened. At Albany, I found that the efficient local agent formerly employed by the Albany Branch of the New York Society for the Prevention of Cruelty to Animals, Mr. S. V. R. Brayton, had discontinued his regular visits at the stock-yards for the want of funds by the local society, and was engaged in other employment a part of the time. I found, also, that advantage had been taken of his absence, and little or no regard was paid to the United States law in regard to rest, or feed, or water for the stock. I found a large amount of stock was sent through to New York and Brighton without delay there, except to change locomotive and men. This practice has been largely stopped by Mr. Brayton since he has been temporarily employed by this Association.

Some of the platforms and bridges for unloading the stock were out of repair. I saw sheep jumped from the upper deck to the platform; also cattle and hogs injured by rushing them from the cars and crowding them through the car doors. The health officer appointed by the town was a keeper and tender of a liquor saloon on the premises. He said he received only $225 per year, and, after paying the expenses of his yearly election, he had but little left; that, although it needed a person there on arrival of all the trains from the West, he could not afford to spend much of his time there. Reliable persons on the grounds told me that he seldom was seen about the yards, and that his services were of little or no value to prevent cruelty.

My next stop was at Buffalo,—there being no station between Albany and Buffalo where stock is fed. I found that the average time stock was detained at this point was about three hours. The animals are, however, sometimes forwarded to New York without feeding. All stock is transferred at this point, and the empty cars returned from it. It is very important that an agent should be employed to visit the yards every day, and until the local humane society is in a financial condition to do it, this Association will accomplish much good by keeping an agent there who should report directly

to you. I witnessed the unloading of stock in bad condition, owing, in part, to delays on the way by storms. The platforms were very icy, and it was with great difficulty that the fat hogs were driven to the feeding yards. Some had their hind legs tied together to keep them from injury by slipping. It is very important that the platforms should be protected by a cover from ice in winter, and the sun in summer.

My next stop was at Cleveland, Ohio. No through stock is fed here; only the crippled and the stock for the local market are unloaded. Formerly all through stock was unloaded here.

It rained all day, and the streets were so icy, that only recently shod horses could stand. Here is located an efficient local Humane Society. Its agent has the confidence and hearty co-operation of the citizens and the local police.

My next stop was at Toledo, Ohio; found the conditions much the same as at Cleveland. The larger part of the stock passing at this point goes directly through from Chicago to Buffalo without a stop, and the same when sent via Detroit or by other routes.

At Chicago I visited the Union Stock-yards several times; saw stock unloaded and loaded and dead animals taken from the cars.

West of Chicago the rule is to overload; but east, to give stock all the room they need.

The "prod" is done away with at the stock-yards. I saw but one in use, and that by one employé, who used it to close and open doors and gates, and upon cattle while driving them into the slaughter-pens.

There has been an agreement signed by the managers of the four leading roads between Chicago and Council Bluffs, in which all agreed to stop nearly midway to feed, water and rest all stock, as required by the United States law. As the feeding yards were nearly in a line with each other, although perhaps ten or twenty miles apart, I concluded to visit Geneseo, on the Chicago, Rock Island and Pacific Road. I witnessed the loading of several train-loads; and, by my request, the yard foreman had a trial made to load a car of Texan cattle without rushing them into the car by the use of the short, sharp-pointed "prod," and it was a failure. It was with great effort that the animals were finally loaded. This satisfied me that the use of the "prod" was necessary to control such wild creatures, and that unless they were kept moving with more or less of a rush, it was next to impossible to get them back into the cars where *they had already suffered so much.* The abused animals cannot be blamed; but the fact is a weighty reason why they should be transported in cars in which they can be fed, watered and rested on

their journey, so as to avoid the necessity of unloading them. This yard is well managed. The hay was of a good quality, was sold at a reasonable price, and was abundant; the water pure and in sufficient quantity. It is a fact, the stock is so well used here, that owners often allow their animals to remain over several days, in order to improve their appearance. When they are reloaded, the weak or disabled are partitioned off at one end of the car for protection from the stronger animals.

I saw several car-loads of cattle marked by a ring in their ears, with a small tin tag attached. Their owner told me that but three in the lot of two hundred and fifty lost the ring. Another lot of two car-loads had been burned by a square iron about two inches by two, which had made a sore; and all who saw them said that this was a cruel and unnecessary way of branding. I saw some that were marked on their horns. I was informed by a member of the firm of Gregory & Co., who had been a commission agent for more than twenty years at Chicago, that he had noticed a large number of cattle which had come to that market marked in that way, and that he considered the horn the proper place to brand them. This would save all the cruelty of branding, and an immense loss in the value of the hides.

My next stop was at Council Bluffs. But little stock

is shipped there at this time of year. The hay was poor and stacked out of doors and sold at a high price.

At Kansas City I saw a large amount of stock. The yards were wet and many of the animals in bad condition. I was told that the owners are expecting to remove the yards soon to a better and higher locality. The men who had the charge of the yards and feeding, were intelligent and humane. I saw no case of cruelty there; was informed by several that no low grade of men were employed about the yards.

I next visited Solomon City and other points near the centre of Kansas. I saw a great variety of barbed wire fence, and several attempts to protect stock from injury by it. *I was informed by a large number of stock-men that the injury from its use was very great, especially to horses and colts.*

As a rule, the roads west of Chicago observe the United States law; but no attention is given to it east and south of Chicago. My attention was called to several cases during the storms, when stock was delayed and kept in the cars from fifty to ninety hours without food or water. I visited the distillery stock of cattle, fed on the grain after the alcohol is extracted from it. *The stock was very crowded. The animals are kept confined for about eight months without leaving the stalls. There is not room for all to lie down at the same time.*

Hay is fed twice each day. Their other food is given hot. No water is given them. About one in each week is found dead.

My second trip West was commenced April 26th, via Philadelphia, Pittsburg, St. Louis; thence by the Missouri-Pacific, via Fort Worth, El Paso, New Mexico, Colorado and Arkansas; thence via a new route to Chicago, where several days were spent at the Union Stock-yards and at the Railroad Exhibition.

From Chicago I returned via the Chicago and Fort Wayne and Erie route to New York.

One of the objects of my trip was to get information in regard to branding cattle, and how to protect them from its abuses, and another was to observe the different kinds of wire barbed fence in use; to learn which kind is best for the end in view, while causing least injury to stock coming in contact with it. I first visited Gainsville Stock-yards, where large numbers were being branded and witnessed the process.

The cattle of all ages, from spring calves to very old cows, were placed in yards about fifty by fifty feet, in each of which were about sixty animals. The cattle had been transported several hundreds miles in the cars from Arkansas, and had been deprived of food and water from three to five days. Of course they were in a suffering condition. The owner stated he was only able to sell them the evening before, the purchaser

agreeing to pay the freight. They had been held by the railroad company for the freight due, or he should have turned them out to feed before.

Large hard-wood fires were built inside the yards, spreading over a space of four feet in diameter, into which the huge branding-irons were placed, and, when hot, the process began, and continued until all were branded. This branding I will describe. First, a rope, with the hangman's knot, was thrown under an animal. When the animal stepped upon the rope, the rope was tightened; the other end of the rope having been put around a post in the fence. When the animal tripped, a strong man would pull violently on its tail. After several attempts it would be thrown down, or partly so; then its head would be twisted, and the end of its horns placed in the ground, with its mouth up. In this helpless and suffering condition the letter K. was made by a straight iron about six inches in length, being used twice in nearly parallel lines. Then the iron was applied twice, on an angle, to make the forks of the letter. Next an iron was brought that had the letters W. and M., which letters covered about the same burning-surface as that made by the straight iron. When the iron with the letters was hot enough, the mark was made with one pressure; but it was frequently placed upon an animal a second time, to insure a sufficient burn. Each pres-

sure required about five seconds in time. Then the ears were marked: three pieces were cut from one, of about two inches square; the other had one cut in a circle. This completed the operation. The rope was then removed. After a few slight kicks the animal was usually able to get up; but some animals were too much exhausted to get up at once, and lay a few moments until rested. Others were left with their horns in the ground for several minutes, and could not get up until released. As near as I could measure by my eye, the three letters covered a space of over fifty square inches of burned surface. When the lines were in a straight line, the length would be over a hundred inches. The surface of the irons was about one-half of an inch in width, or nearly twice the width which good judges stated was necessary. The branding I have described is in addition to the road-brand, six inches in length, which had been placed on each animal on the day before.

The State law of Texas requires that as often as stock is sold, the same brand that was last placed on the animal must be duplicated, after which the new owner may place on the animal his own brand; and the fact must be recorded in the county. I am glad to say that this law is a dead letter. The dealers have a more humane way, by making a straight bar through the old mark, which burned less than one-fourth of the surface.

Several other yards of mixed stock were examined, at which the branding I have described was exceeded.

A dealer in hides at Chicago found one large hide the day before I was there, that had twelve letters of twelve inches in size on one side; and the hide measured six inches less in length on that side than on the other. I was cautious of speaking of the twelve brands, until a gentleman in the coach, on one of my side trips, told me I need not be so modest, as he had a cow that had twenty brands; and, on our way, we passed one lot of eight hundred cattle, the owner of which did not wish to be outdone in making a good plain brand; and he put on in large letters, H. I. L. O. J. G.

Having seen enough to satisfy me that there was a large amount of unnecessary branding,— unnecessary both in the size of the letters or characters, and in the number and width of the irons,— I next turned my attention to learn what was the proper brand. I was told I ought to visit "*a Round-up*," which was then in progress at the township of Christian, about forty miles by stage from Weathersford. A night ride in a freight-train caboose was necessary. I got there in time to witness a novel sight. I was kindly and freely furnished with a Texan pony in saddle, and a mounted guide, and after a ride of twenty miles in anything but a straight and narrow way, we arrived at an open field, several miles in

extent, and witnessed the different herds of cattle and horses approaching from every direction. Each had their mounted cowboys hurrying up for fear of being late. When they all had met at the point agreed upon, the stock were placed in one herd, numbering say twenty-five hundred. There were two hundred mounted owners and cowboys. Then I saw the object of branding. These cattle, to a great extent, had been turned out on the open prairies, many of them hundreds of miles north and west of this place. They had gradually drifted south. The owners and cowboys in charge of the others, were present to select from them their own, and, also, such as belonged to parties west of their ranches. First there came the sorting out of the animals wanted. While a guard kept the stock in a body, twenty-five or more mounted men rode into the herd. When the riders saw an animal with a brand or ear-mark by which it could be clearly identified, they "cut it out" from the rest, sending it to the outer edge. The ponies are so trained that they never fail to follow the "cut-out" animals to the edge as soon as the rider indicates the one he wants. A man, one of his party, is there, ready to drive the animal a short distance apart. This goes on until all the animals have been claimed and put in care of their several claimants. Then begins a closer examination of the doubtful marks

and brands. The hair sometimes grows over the mark. One by one the doubtful are "cut out" again and set in a full run. While so running, a rope is thrown over its horns, while the other end of the rope is fastened by the thrower to his saddle. The pony is then held back by its rider. In the meantime another rope is thrown under the animal to catch one leg that the animal may be thrown down on its side. When down the hair is picked from the brand, and if there is still doubt as to whom the animal belongs, and if several make ownership, the matter is referred to judges on the spot, and their award is final. These cases of doubtful brands, and a great increase in the number of stock raisers, has led to an increase in the number and size of the brands.

After the selection and sorting had been concluded, an impromptu meeting was held. Nearly all gathered around my horse, when the object of my visit was explained. After comparing views, it was agreed that no letter or character ought to exceed five inches in length or one-quarter inch in width, and also that not more than three letters or characters ought to be used.

In regard to the *barbed wire fence*, all these men would be glad to know of a wire fence that would turn stock with less damage and injury than that in use.

The damage, it was conceded, was very great, especially to horses and colts. They expressed a desire to see the report I may make on the subject, and, also, which kind of fence I shall recommend as the best. A large amount of some kind of metallic fence is wanted.

To sum up the result of my observations in the two trips: I am of opinion that the American Humane Association should try to bring about the following results: —

1st. To secure permanent local agents at Albany and Buffalo, to see to the enforcement of the law for the protection of animals, at those two important centres of cattle transportation by rail.

2d. To see that the United States law in regard to the treatment of stock in transit is practically enforced, at all points, as rapidly as possible.

3d. To try and get the United States law amended so as to allow hogs to remain in the cars a longer time than other stock, provided they are properly cooled with water at stated times during the hot weather.

4th. To try and have the platforms covered at the loading-stations of live-stock, on all railroads, in order to protect the stock from the sun in hot weather, and from slipping on the ice and snow in winter.

5th. To try and obtain a proper United States

inspector and deputies at all the large slaughtering-houses, and at all places where canned meat is packed for the market.

6th. To try and obtain a United States law for the appointment of a Commissioner of Live-stock, with power to require that all owners of live-stock in the *Territories* and on all United States lands, provide suitable wind-breaks and not less than ten days' supply of hay or grain, with a supply of water, for use in case of severe snow-storms; also to collect facts, and report to the proper department, what legislation is required to protect stock from excessive branding, and what to protect stock from injury by the barbed wire fence.

NOTE.—So far Mr. Heywood had written when his sudden and lamented death by rail occurred near Waltham, Mass, on the 23d of June, 1883. He intended to add the results of extended observations and inquiries on the subject of the barbed wire fence, and, also, upon the growth of the trade in fresh meat, between the West and the East, by refrigerator cars; and how rapidly we may hope for the lessening of the traffic by rail in live-stock in consequence.

Whether papers of his may yet be found with his final views on either of these points, is uncertain. The Sub-Executive-committee of the Association have been so much interested in the Report as it stands, that its members decided to publish and distribute it without further delay.

When the Association shall hold its Seventh Annual Meeting, in Washington, on Wednesday, Oct. 31, 1883, the Committee will present whatever further information may be derived from the papers of Mr. H. which may then be in their possession.

The Committee cannot let this Report go to press without adding to it an expression of their grief at the loss of Mr. Heywood. His business experience in life as a Superintendent of an important railroad in Boston for many years; his kindly bearing and address, wherever he was; his tender, unselfish, life-long interest in every humane cause, and especially in that of our Association, had all pointed to him as the man to do wisely and thoroughly its work as agent wherever he might go throughout the length and breadth of the country.

His example and testimony remain, to urge us all to a like fidelity. We can suggest no higher eulogy to his memory than they furnish; no deeper cause for thankfulness to the Giver of all life, than that our cause has had such a friend.

We intend that a photograph or portrait of him shall accompany this Report. It may be remembered that a portrait of Mr. Zadok Street, a former honored Agent, who died in our service, was given in the last report he made.

REPORTS FROM ALBANY AND BUFFALO.

By the suggestion of Mr. Heywood, Mr. S. V. R. Brayton was employed for several weeks at Albany, and Mr. W. H. Dudley at Buffalo, to observe and report what they saw in the stock-yards of those cities. Both did faithfully the duty required of them; and we only regret that our Association cannot assume, at present, the pecuniary support, permanently, of agents at both places. We fully agree with Mr. Heywood as to their importance. We commend to the Albany and Buffalo local societies this subject for their generous consideration and action.

From the reports made, we select a few extracts.

They were not made for publication, but for the information of the officers of the Association, and are full of details not necessary to publish.

We are satisfied that the presence of an agent often led to the unloading of stock which otherwise would have gone on without food and rest, in their often worn and famished condition.

An exception must be made as to sheep and lambs. One large shipper repeatedly refused to have them unloaded, and only an actual enforcement of the law against him, or the railroads which abet him, will put a stop to his practices. We shall ask further attention to this case in due time.

From the ALBANY reports we select a few incidents :—

"Cars of cattle, hogs, sheep and horses arrive from time to time, without their owners, or if the owners are about, they cannot be found; and such stock gets through without being unloaded."

"Cars with 'mixed' loads come occasionally. For instance one car with eight calves, twelve cows and two bulls, in a R. W. & O. car. In this case their owner, under apprehension of arrest for cruelty in New York, if he persisted, unloaded."

"In a N. Y. C. & H. R. R. car, were bulls, bullocks, and seven or eight hogs. The latter were in a very bad condition, having been trampled upon by the cattle!"

"One mule and a horse were found in the same car early this morning, May 3, each with a leg broken!!" The agent shot both.

"Often, when unloading sheep from double-deck cars, the drovers let the sheep out of the lower deck first; but while this is going on, the drover will pull a sheep out of the upper deck, in order to start the sheep on that deck, when out they will come, before the lower deck has been cleared, falling upon and cruelly harming themselves and the sheep from the lower deck on which they fall."

"The bridges over which the animals pass from the car are often narrower than the car door, causing half of the sheep to be pushed off the bridge, and to fall to the ground"

A notorious violator of the law is quoted as having said he had no fear of the Association interfering against him, because he knew how to use money to quiet its agents!

"It is reported, upon what seems good authority, that all cattle are to be run through without unloading, beginning in July. People here in Albany say that all cattle on the Erie Railroad were run through without being unloaded last summer.

"One N. Y. C. & H. R. R. car, 9879, came in with calves. Forty-five were dead. The upper deck had been so heavily loaded that it broke down, and let its animals down upon those below, to kill and be killed."

BUFFALO.

"Many dead hogs were taken from the Western cars on Monday. The warm weather of April 14 and 15 came on very suddenly, causing suffocation. During the 15th and 16th about three hundred dead ones were taken out. I am not satisfied that any one can be blamed. The men with them told me that they were afraid to shower the hogs with water as the weather might turn cold suddenly and chill them."

"On Friday I found a lot of sheep that had the foot rot. There were two hundred and twenty of them. Some of them were very bad; so bad that they could not stand on their feet but a short time. They were consigned to Jersey City."

"The cattle here remain unloaded only two or three hours and,

sometimes, not so long a time. I timed them to-day and one hour and thirty minutes covered the entire rest."

"I found a lot of clipped sheep. Their owner had on his overcoat and a fur cap, so cold was it. I interfered against their being shipped and they were sold here. Many said this was a timely interference."

"I think the only sure way to stop abuses in transportation is to have a man at all of the principal stock-yards in the country with authority to make the railroads live up to the law."

"I am told that shipping agents will receive stock and ship it against the law if paid ten dollars for each job."

"A lot of cattle came here to-day, via Canada, which had been in the cars forty hours." The number of cars and names of roads owning them were given in report.

"There are serious violations of the law by the Erie Railroad, between Buffalo and Jersey City."

APPENDIX TO MR. HEYWOOD'S REPORT.

From the letter of a correspondent of the New York *Tribune* dated Dodge City, Kansas, July 17, 1883, we make extracts which will be read with additional interest by all who may see Mr. Heywood's report. The writer's statements relating to the improvement going on in the breed of the Texan cattle, and to the vast areas of territory for grazing purposes which are, or are to be, fenced, foreshadow great changes in the cattle trade from that wide region. When made, they are to end the "round-ups" and the trade of the "cowboys" in the not distant future.

Since my visit of a year ago it is true that there has been a notable increase in the number of cattle companies throughout the South-west and an investment of capital in cattle which

approaches the extraordinary. Such enterprises as the Prairie Cattle Company, with its 300,000 beeves and 35 per cent. annual dividends, have proved the means of attracting additional foreign capital. Near Strong City, to the east of this somewhat notorious town, some of the stockholders in the Prairie Company, with others, have purchased 40,000 acres of land, which is being fenced in, and are starting a ranch with 1,000 cattle already on the ground. To the south the "Comanche Pool" controls 200,000 acres and 50,000 cattle along the line of Indian Territory, and the other day there was made an entry of 43,000 acres in the same general district in behalf of the Cherokee Cattle Association.

Improvement of Stock.

The improvement in the quality of ranch cattle, has lately assumed the greatest importance in the eyes of the ranchmen of the plains. They are no longer content with the wild Texas steer, long and sharp of horn, sinewy, fleet and uncertain in temper. They are stripping the breeding farms in Illinois, Iowa, Missouri and Indiana of blooded stock for the improvement of their own.

The result of this free use of blooded cattle on the ranges is seen in the prevalence of graded cattle, better for beef and more profitable to their owners than their predecessors, the wild Spanish cattle originating in Texas and Mexico.

Ownership of Ranges.

Another change in the methods of cattle-raising on the plains is the outright ownership and the fencing of lands. In the wild herding of the past it has never been considered necessary to own a foot of land. The most that was done was to secure a water privilege; that is, to locate a strip of land along a river or inclosing a spring. But with the great increase in business, the constant arrival of new cattle-men and the formation of companies backed by large amounts of capital, it was inevitable that clear titles to the ranges and undisputed possession should be demanded and obtained. This process is going on to-day.

In this State many of the ranges are being fenced, although in the extreme western part there are still large sections of free

lands. Of Texas a stockman says: "Texas will place her public lands on the market at an advanced price and in a more systematic manner. Several entries have been made in anticipation of this change; one of 68,000 acres, to be stocked with cows and Hereford bulls; another of 100,000 acres, which will be fenced; but one of the largest tracts ever obtained from Texas was one of 3,000,000 acres, the consideration for which was the building of a State House, to cost over a million dollars. This tract, thirty miles wide and one hundred and fifty long, runs south from the Pan Handle along the New Mexico line. These ranges, with those in New Mexico, to be available, must be fenced in large tracts."

While the ranges have been open, the cattle have wandered for hundreds of miles, gathered up only in the spring at the "round-ups." Under such conditions the business has been highly profitable, but far better results are looked for under the new dispensation, when the ranges are fenced, grazed by improved cattle, and not overstocked.

It is said that the great "round-up" this spring at this town was the last which will be held, and the chief reason is that the increasing prevalence of wire fences prevents driving cattle across the country. Moreover,— and what a fall is this for the haughty cowboy! — the land about this town is all owned, and the owners have begun to levy a tax of one cent a head for all cattle driven across their soil. No wonder the cowboy finds it hard to "catch on to this here civilizin' process." In Texas he has risen up against the destruction of the great free ranges by fencing, and there are tales of fences cut and torn down by way of an emphatic protest. The general introduction of fences means that it will no longer be necessary to employ a small army of men to watch each herd. There will be no more need of cowboys to "ride the lines" and "round-up" straying beeves At present, it is true, the ranges which are fenced bear but a small proportion to the lands unfenced; yet it is the beginning of the end. America must prepare to bid farewell to the picturesque cowboy, with his gilt sombrero, his buckskin leggings and Spanish spurs, his high-peaked, lariat-wreathed saddle, and his gaily bucking mustang. The cowboy is likely to become as extinct as the buffalo.

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